

a word to the report which he had cheerfully and conscientiously signed. (Applause.) At this late hour he would not weary the House by entering into details, which had been so ably done on both sides. He must assume that the charges had been made with a full knowledge of the responsibility involved, and with a knowledge that it would be proved to the bottom. Day after day the committee sat and awaited proof of the charges, but such proof was not forthcoming. There was a mass of evidence, but most of it had no bearing on the case, and none of it afforded any proof of the charges which had been made by the leader of the opposition, and he (Emmerson) was much pleased to see the ex-chief commissioner and present leader of the government come in out of the affair unscathed. (Applause.) These charges as made were intended to cast a cloud upon the fair name and fame of our province, but by reason of the investigation which had just ended our reputation has not suffered either at home or abroad. (Applause.)

## THE PREMIER SPEAKS.

### In a Very Able Address He Defends the Policy of the Government and Shows that the Investigation Revealed Nothing New as to Cost of N. B. Built Bridges.

Hon. Mr. Emmerson said he felt sure that he could crave the indulgence of the House at this late hour and at this late stage of the debate in view of the relations which exist between himself as an individual and as a public official of this province and the question now under discussion before this legislature, and in doing so he would assure Mr. Speaker and the House that it should not be his purpose to take up a very great deal of the time in order to bring before the honorable gentlemen the volume of evidence that had been adduced before the committee and which lay upon the table of this legislature. He had felt constrained to ask that indulgence because not merely of the relation which had thus existed but because of the frequent reference which had been made to himself by honorable members who had preceded him. He did not know that he would deal with the several gentlemen who had thus paid their compliments, he did not know that he should analyze each individual speech, but he thought he could say fairly that as a speech the subject of the opposition was unique beyond degree. He would say speech because whether it flowed from the lips of his honorable friend, the leader of the opposition, in that photographic monotone which characterized his utterance on the floors of this legislature or sprang from the lips of the metallic echo from the county of Madawaska, that same speech had the same verbose utterance and the same volume of words. It contained the same idea draped around with all its verbiage, and in dealing with it and comparing that speech with what had gone before and with the facts that are before the legislature, he felt that he was not doing his duty either to himself or to this country or to this legislature if he did not travel back to the little drop of water that started the stream which had entered here into this legislature in this year 1900. He would call the attention of the honorable members and Mr. Speaker to the fact that they had had under discussion, involved in a resolution and in an amendment, to which he would particularly call their attention, certain issues and certain questions, and he believed he could call their attention to the fact that the point from whence they had started was far removed from the point at which they had brought up. He remembered on a September morning in the year 1898 in the city of St. John he had opened the St. John Sun and had read there some utterances of the honorable member now the leader of the opposition on the floors of this legislature, then a citizen of the city of St. John, an aspirant for political honor, and on that occasion the honorable gentleman had, in a little school house a Fredericton Junction, before the electors of the county of Sunbury, brought to their attention certain matters relative to the Lefebvre bridge, erected in the county of Westmorland. He was not going to say why his honorable friend had become the mouthpiece, or was the mouthpiece in respect to this, nor say the real author and originator of these statements made with respect to that bridge resided in the city of St. John and then held a position on the floors of this legislature as leader of the party; he was not going to say that his honorable friend had been entrusted with some information and invited to speak in anticipation of a general election that was then to be held, as they thought. He was not going to say that his honorable friend, with that information, with the idea in his breast that he should say something, and that this information was imparted to him as a political secret, as something they gathered, as an idea that had originated with them, and that they were to keep it and nourish it and cultivate it, with the idea that they should plant it and cultivate it and spring it upon the electors of this country at the moment the general election was announced—he was not going to say that his honorable friend with a craving for notoriety with respect to the matter gave away the secret, or on that occasion, standing upon the platform with that information entrusted to him, gave the secret away, and that it spread throughout the length and breadth of the country and when once there had been a dripping and the leakage was out it was necessary to open the floodgates and the volume came forth and here it is. It was published in the newspapers; it was printed in pamphlet form and heralded abroad, and he would read from a copy of the St. John Sun of September 24 a portion of what was said: "In the year 1897 the Record Foundry Company was paid \$36,000 for certain bridges. Any one of ten other firms in Canada would have gladly taken that work at half the price. They would then be changing the name of the company, and other provincial governments, for similar work. Last year the Record Foundry and Machine Company received six and a half cents per pound for the steel bridges supplied and at the same time all the other bridges of the same class for other governments or municipalities were supplied at not more than three cents per pound. This statement is not made without the evidence to support it. The following report was made by a thoroughly competent and reliable engineer who was engaged to examine and report on the length, weight and proper cost at current prices of a number of bridges recently built in this province, and to make a comparison with similar structures furnished by tender and contract. For the present the name of this engineer is withheld; his

report is made to Mr. Hazen and is so full and circumstantial that any good observer can tell whether it is a reliable and just report of the facts." Then there follows the report of this nameless engineer, and here is a summary, made he presumed, by the honorable gentleman (Hazen) or by the leader of the opposition (Dr. Stockton.) He would name him because he wished the House and the country to know who the gentleman was. The summary went on to say: "From this report it will be seen that when the comparison is made of the length of the span or the weight of the material it shows the bridges let by tender are furnished for half the price paid the Record Foundry Company. There is no official record of the statement made by Mr. Emmerson that the New Brunswick bridges cost 64 cents a pound; the statement was made in the public accounts committee, but even if Mr. Emmerson had not stated this much, the measurements and prices show that 64 cents per pound were paid." Continuing, it claimed that that is a double price. It gives as the concluding proof that it is a double price because it cites as evidence the evidence of the fact that the construction of railway bridges by the dominion government is a most remarkable document and he would ask his honorable friends to read it in the light of the evidence presented before the committee of this House; he would wish them to remark and remember in the light of the discussion that had transpired. He wanted them to remember his evidence in the light of the going back, if they would, into the history and recalling the names of witnesses summoned, not merely before this committee but before a previous committee of this legislature—he would want them to remember all these facts and more and discuss them in the light of their memories. The opposition document declared: "Railway bridge work is more elaborate and expensive than highway bridges and the prices quoted are higher, yet in the Drummond inquiry the manager of the company which built the bridges for that railway gave 5.23 cents per pound as the price of bridges recently constructed for the dominion road." Mark the words; the case is stated, the evidence adduced and the reasons given for the charge which is made that the New Brunswick government are paying two prices for bridges, because the dominion government has been paying 5.23 cents per pound for railway bridges, which, in the opinion of my honorable friend at that time, in the opinion, doubtless, of the engineer coaching him, and in the opinion of the then leader of the opposition, these bridges were much more expensive, they were more elaborate and therefore more expensive, and they were made of a higher grade of material. That statement in the light of what had since transpired, Mr. Emmerson said, must lead us to the conclusion that the honorable gentleman based his case simply upon the question of the construction of railway bridges. (Applause.) And with that evidence, instructed as he was by that engineer—and who and what is he and where is he today? (Applause.) He (Hazen) was credulous enough, informed as he was at that time, to stand upon a public platform in the county of Sunbury and make the charges which he did without seeking information, without diving into the matter and learning for himself, he accepted the words of the nameless engineer and heralded broadcast throughout the country that the province of New Brunswick had been paying two prices for bridges, because the dominion government was paying 5.23 cents per pound for railway bridges, which in his opinion at that time were quoted at a higher price, were more elaborate and more expensive in their construction; that was the basis, the groundwork, and the honorable gentleman, willing to drink in everything that could be brought in, he showed to the world, everything that could be whispered in the shape of suspicion against the government, heralded it throughout this country; and he was not surprised that his honorable friend stood up before this legislature after this discussion, and hearing the evidence which had been adduced; he was not surprised that his honorable friend should stand there in his place and say that this case had been proved, that he was satisfied, and that he gloried in the fact that the evidence had confirmed his charges; that when he made them originally he had faith only, that during the months and years which had elapsed he had held that faith, and because of the evidence he was more than ever confirmed in that faith. His honorable friend was satisfied with but very little. He was seemingly willing to accept the very smallest mite and the slightest tittle of evidence to support the charges which he has seen fit to make before the House and before the country. (Applause.)

He was congratulating himself upon the fact that he had sustained the charges, and although he (Hazen) hugged to himself a grievance, he (Emmerson) thought by the way his honorable friend was speaking that there was at least this solution in his mind, if he had not obtained what he had started out to obtain, he had the light of the fact which seemed to be the very apple of his eye, a jewel to him, a grievance. The honorable gentleman had started out as charging the committee with uttering evidence, suppressing evidence, denying witnesses an opportunity to speak, charging the chairman with overruling evidence offered; and yet after all that the honorable gentleman turned around and said we had the evidence; in spite of all this we had it; and he (Emmerson) thought this House and country would have thought that this feeling of gratification and satisfaction on which he was trying apparently to make himself believe he felt, and would have this House and country believe he felt, that with those feelings of satisfaction and gratification that he would have been willing to have rested on the evidence thus adduced. (Applause.)

Remember the charge and the amendment he has moved to the report presented by the committee; remember what it all contains; remember all that, and if you will, remember as to whether he was satisfied with the evidence which he claimed to be satisfied with. If he were satisfied why was it he felt it necessary to travel outside the domain of the evidence, the sworn evidence adduced before the committee? (Applause.)

He had the assurance and could stand up and honestly before the House and the country make the assertion that the evidence was sufficient, that it was all potent, that it sustained and supported the charges, why does his honorable friend find it necessary, why is he striving to incorporate and impart into the discussion of his case a letter written by a Mr. Johnson and other documents that had not been placed before the committee and which he freely and frankly admitted could not be offered in evidence before the com-

mittee? Take from it documents, and matters not before the committee and there would be little left of his honorable friend's speech which he had printed with such great haste and which had been presented in the columns of the local newspaper under the caption of his honorable friend's picture which he felt sure was the most pleasant feature of the whole business (applause), and he might also say it being true to life is the most truthful part of anything he saw contained in that speech. (Laughter.) You have heard that speech heralded and sent abroad through the country; and yet strip from that speech and tear from the columns of that newspaper the letter of Mr. Johnson and that other testimony—which is not testimony—which was not before the committee; eliminate these matters from that speech and what have you left to sustain the charges which his honorable friend had seen fit to try on the floors of this legislature? He would ask in all fairness would ask this country and would ask the people who read that newspaper, and would ask the honorable members, having divested that speech of those matters, what had you left? Had he any evidence with respect to the Nova Scotia bridges, as to their cost? Not a tittle of it. And while he stated to the people of this country with regard to the character of those bridges, as to their design, as to their construction, without any evidence whatever with respect to them, without any evidence as to their cost, his honorable friend quoted from documents as to the prices—evidence which is no evidence, that is hearsay, and as hearsay is not true, accepting it without qualification, he would ask if there were not those other qualifications of common sense, even if we had not had the benefit of discussion with respect to the bridges to-day or during the last several weeks before this legislature, we ourselves would be led to our conclusions from the other qualifications, the qualifications of common sense? You might tell me, Mr. Emmerson said, that you paid this or that for an article in contrast to something I have purchased, but are you in any way to furnish me with any evidence as to whether I have paid too much for mine if you do not tell me as to whether the article you purchased is an equal of mine? (Hear, hear.) He (Emmerson) felt sure that evidence and those statements sent to the country, as he had stated, were sent for political purposes, and he was sure it was not with the assurance on the part of his honorable friend that it was evidence which established his case, but that it was sent there for the purpose of making a pile of utterances which his honorable friend might fall with ease before his friends throughout the country. (Applause.) His honorable friend was aware he had been criticized and severely, not by his opponents, not by those politically opposed to him; they had been kind in their remarks towards him—but by those who were his assumed friends; those who were allied associated with him in directing the affairs of his party. They had criticized him and words had not been too strong and expressions too unkind for them to use in respect to his honorable friend during the past twelve months, since the time he felt constrained to take action with respect to the first charges which he presented before this legislature. But his honorable friend knew this, that if those charges were to rest solely upon the evidence he knew he had not even a foot stool for them and that they would simply fall to the ground, and his honorable friend, with a view to making his fall easier, in order that his feelings might not be injured, in order that he might have the comfort to believe he has done something, and accomplished something, his honorable friend had this evidence with those interjections with respect to what Mr. Phelps Johnson's information might be; and he (Emmerson) would like in the light of Mr. Phelps Johnson's figuring before this country during the past months—he would like to know if he had intended to have had that gentleman come on the stand and speak with reference to any of those bridges. Mr. Johnson had paid to the people of this country the compliment of saying to them that he was willing to instruct them with respect to the construction of bridges. In January or February of 1899 he did the people of this province the greatest honor by adding a letter which was published in the newspaper prints of this province, and in that letter when answering a query put to him as to the cost of a certain bridge of a certain denomination and of a certain character, he stated frankly that he was not able to quote the figures. He (Emmerson) said, if he had the time, would call the attention of the House to the fact that he had answered on that occasion, but as he remembered it, it was that it depended as to the character and design, as to the locality and as to the conditions where that bridge was to be constructed, as to what figures he could give; and if these were his then views, I am sure that Mr. Johnson today—if in writing the letter to Mr. Hazen, if it had occurred to him, he would have in connection with every statement he made, with respect to every particular bridge, he would have to explain to the House and to the country as to the environments and the conditions and character and as to the design of those respective bridges; and if he had wished to give this House full information, if he had been prevented from doing so, he would have been coming here and producing the documents which would have enabled us to see clearer and better, prevented in this hard-headed way by this wicked secretary, if he had been desirous of giving his evidence he would have made his letter longer, more self-explanatory, and thrown a light upon the matter which certainly has not been thrown upon it. His honorable friend has delighted and gloied in the fact he made the charges. He takes a pride in it and wants to give evidence of avowal as to his course, and he stands before this legislature glorying in the fact he made the charges, conscious at the same time he has not proved them, he wants to bolster the matter up and bring in this extraneous matter to make up for the light of the history of these bridge charges, commencing as they did in this way in that far-off day in September, 1898, in the little village of Fredericton Junction, soon scattered throughout the province in newspapers and pamphlets, enlarged upon by his zeal and enthusiasm increased, as their hopefulness expanded, as their designs grew, they increased and enlarged the pamphlet. The nameless engineer had assumed being and he had an individuality, and he became Mr. A. L. Holmes (Mr. Emmerson would beg his pardon if he had not given his initials correctly) the engineer who held the position of under-clerk in the engineer's department in the railway office at Moncton. He (Emmerson) would not take up the time of the House by referring to the documents wherein it is stated as to the experience of these gentlemen, but as set forth, Mr. George McCarthy, Mr. P. Archibald and other eminent lights in the engineering world had been called to the aid of the honorable gentleman (Hazen)

and his friend, and had gone around through this province, gone into the province of Nova Scotia and had examined the bridges, and they felt called upon not only to make the smaller and first report, but they had been called upon to enlarge it. In this document that commenced so moderately and in such a small way, every bridge constructed in the province of New Brunswick at the time, or mentioned therein, as put down at 31 cents as the actual cost, as the cost that should have prevailed, and put at 64 cents as the price the province of New Brunswick had paid for those respective bridges and they had figured out almost to the half cent as lost to the province on each particular bridge. And yet the honorable gentleman, anxious to deceive, and he (Emmerson) used the word in no offensive sense, only in a political sense, anxious to deceive the electors of this province and thrust himself into power, no matter by what means or device, sends that throughout the country, and wants electors to believe that these bridges should have cost 31 cents, that they did cost six and one half cents, and that the loss which is figured up upon the whole is the sum of \$29,465.38. (Hear, hear.) That was the actual cost to the people of this province of these transactions at that time—and has my honorable friend called Mr. McCarthy? Where is his evidence? He (Emmerson) did not hear it reported from that volume that was upon the table of his honorable friend. Had he (Hazen) called Mr. Holmes? He had not heard it whispered or even stated that this legislation before the committee, and where, oh, where, was P. S. Archibald? (Hear, hear, laughter.) He (Emmerson) remembered visiting the committee room in the earlier days of the meeting of that committee and he remembered seeing Mr. Archibald in attendance, sitting from one counsel to the other, springing up as if made an utterance. He saw him there, and he remembered, how he remembered, the cloud of gloom that came over him when Mr. Donald could not be called to tell about a roof. He (Emmerson) supposed his friend Mr. Archibald had in mind that roofs required shingles. (Loud applause), and that he would have an opportunity of giving evidence with respect to the shingles. He would have required the public accounts committee in the year 1893. (Applause.) And those accounts were accompanied by the certificate of Alfred Haines, showing that this province paid for those three bridges 64 cents per pound. He had gone before the public accounts committee in that year with every one of those accounts, and had stated that that was the price paid. Some honorable member of the opposition, in repeating the speech of the honorable member for Sunbury (Hazen), which has been so many times repeated in this debate, has said that he (Emmerson) had stated in a speech which he delivered in the city hall, in the city of Fredericton, that the government was paying 64 cents per pound for these bridges, wholly completed and erected and ready for traffic, and that that was the cost of every bridge constructed in the province of New Brunswick under the regime of the present administration since he had been chief commissioner. He wished to state most emphatically that he never made any such statement. He did in that speech make reference to the bridges which had been built since the first three, viz: Cusack, Elgin and Douglastown, and he had stated that they cost about the same. In making that statement he was referring to the cost of construction, not to the cost of the bridges, and he had stated that they cost about the same as the prices which were quoted and which had been paid in some instances to the upper Canadian bridge concerns. Coming down to a later date—either in the year 1893 or 1897—he would say that all the accounts in connection with the construction and erection of the Dunge, Saunders Brook and Grand Manan bridges were produced by him to the public accounts committee, and reported by him to the committee. He would read from the St. John Telegraph a report with reference to the public accounts committee of 1898, stating that every account in connection with permanent bridges had been laid before the public accounts committee, and it was referring to an occasion when the committee met in the public works department, and when every account in connection with permanent bridges was brought out and laid on a table and gone over one by one by the committee. (Applause.) He did not consider the testimony of the Gleaner newspaper of much value, but he felt sure the members of the opposition would, and this is what that paper said in its issue of March 16, 1898: "Hon. Mr. Emmerson, the published statement about the cost of the expenditure upon permanent bridges for last year." (Applause.) Then in the issue of the Gleaner of March 17, Mr. Pinder, a former member for York, is stated to have spoken of the expenditures on permanent bridges, stating that these accounts showed that many prices received by the Record Foundry Company were in excess of what they should be. The question of the prices paid for permanent bridges is no new deal, and the hon. leader of the opposition can hardly claim the paternity of this child. He need not assume all the glory to himself with respect to these charges, as he apparently was anxious to do when he addressed the House, because the gentleman who represented the county of York, Mr. Pinder, a new member, could fairly have claimed to be the first to bring the matter before the people, if he (Emmerson) had not been. The hon. leader of the opposition, in order to bolster up his case before the people of the country, has been obliged to add to the cost of the superstructure of the Lefebvre Bridge the cost of the heavy piers in connection with this bridge, and that there were breakwaters connected with them which had been constructed in 1878. Later on a wing had to be constructed, in consequence of the bridge tilting, and year by year work had to be done in connection with those breakwaters, and there were one cent structure was let there were one cent pier was built at a point removed from where the old piers were. The gentleman who had the contract for building the new stone pier had not as a part of his contract the removal of these old wooden structures, and no more was it a part of the contract for the erection of the superstructure. It was in no way connected with it. The piers were removed in order to free the currents and prevent injury being done to the marsh banks, and despite the removal of those piers it has been necessary this year to build a breast work around the stone abutments in order to keep the tide currents of the stream from undermining and wearing away the marsh on the western bank of the river. The cost of the removal of those old piers to the cost of the superstructure, but that is what the honorable leader of the opposition has done in order to make a case. (Applause.)

And it was the same with respect to the other bridges. He (Emmerson) was willing that all the facts should be known, and he was prepared to take the responsibility for the expenditure that was necessary in the removal of those old piers and the superstructure of the Hammond River bridge. It has been proved beyond any doubt that we have paid for the five large bridges built under the permanent bridge act, at the rate of 64 cents per pound, erected, completed and ready for use. (Hear, hear.) At the time these accounts were before the public accounts committee, he had stated to the committee that he had not received Mr. Haines' certificate as to the weights of the Campbell and Lefebvre bridges, and therefore could not produce those accounts, but he stated to the committee, and a few days later repeated the statement to the House, that those bridges were paid for at the rate of 64 cents per pound, the same as was paid for the Blackville bridge. Then there were the Nepesiguit and Tabor bridges, similar bridges built at a similar price, and the accounts for these have all been before the public accounts committee. The result of this investigation has simply been to show what Mr. Emmerson had always stated, that these bridges were costing 64 cents per pound, and that all the accounts in connection with them had been before the public accounts committee. If honorable members would refer to the debates for the year 1898, they would find abundant proof of this statement, and they would find in a speech delivered by the ex-member for York, Mr. Pinder, that he stated that the cost was 64 cents per pound. It would also be observed that in the course of the debate the then leader of the opposition, Dr. Stockton, had entered into a discussion with him (Emmerson) as to the wisdom of the course which the government was pursuing. He (Emmerson) stated that that policy was in the interest of the province. He had continued in that belief, and the result of the investigation had been to confirm him in the belief that the policy which the government had adopted in the expenditure of the \$400,000 was in the interest of the country. (Applause.) He might explain to the House that the first three bridges, viz: Cusack, Elgin and Douglastown, were constructed under the permanent bridge act of 1891, when Hon. Mr. Ryan was chief commissioner. In 1892 when he (Emmerson) became chief commissioner he carried out the works which had been begun by Mr. Ryan. Later on, in 1893, an act was passed authorizing the province to borrow \$400,000 to be expended in the construction of permanent bridges. Under that act he had entered into contracts for the construction of the Blackville, Lefebvre, Campbell, Nepesiguit and Tabor bridges. The Dunge, Saunders Brook and Grand Manan bridges had been commenced in 1895, and the three first ones had been built in 1893 and 1894. In 1896 a new policy was entered on, and in considering the question of the course which the government would pursue he had regard, as he had stated before the committee, to the experience acquired in the building of the previous bridges. At the time he assumed office there was no such thing as the Woodstock bridge, so far as the superstructure was concerned. The only man in the department who could be of any assistance to him as far as the construction of steel and bridge bridges was concerned was Mr. Haines. A great deal had been said about procuring the weights of the Sussex, Salisbury and Hampton bridges. It was necessary for him to have the weights of those bridges in order to ascertain how much per pound we had paid for them. That information was not in the department and he had sent Mr. Haines to secure the information as to the weights, and he brought back a statement of the weights. No man in the legislature or out of it could deny that Mr. Haines was as capable of figuring the weights of those bridges as accurately as anyone in the province of New Brunswick. He had compared estimates made by Mr. Haines with those made by experienced engineers, and the results did not vary to any material extent. How he makes up his figures he (Emmerson) did not know, but Mr. Wetmore and other engineers who know Mr. Haines will tell you that he does it accurately, and he does it honestly as well. Mr. Haines figured up the weights of the Salisbury, Sussex and Hampton bridges, and he (Emmerson) had produced those weights to the committee as evidence of the fact that he had taken the weights of these bridges into consideration in making up the estimates for the bridges constructed from plans and specifications prepared by the company themselves and those constructed upon plans and specifications prepared by the engineer, and he also had in mind the contents of a letter written by Mr. Phelps Johnson, the manager of the Dominion Bridge Company, in August, 1892, in connection with the Sussex bridge. Mr. Johnson wrote as follows to Mr. Thos. R. Jones, the company's agent in this province: "We hand you herewith papers for the Trout Creek bridge (Sussex bridge) and would ask you to tender for the construction of the same; it built in accordance with the drawing submitted, and we will return here with you, the price to be \$3,500; or, if built in accordance with the strain and material sheet prepared by ourselves and herewith submitted, then for the sum of \$2,730." If they built a bridge according to the plans prepared by the department they wanted \$3,500, but if they were allowed to make their own plans and construct the bridge without any inspection they would do it for \$2,730, or a difference of \$770. (Applause.) Does anyone mean to tell me that the bridge that would be constructed by that firm for \$2,730 would be as good as the bridge that would be constructed from the designs of the department for \$3,500? (Applause.) He did not think so at the time, and he did not think so today. The weight of the Sussex bridge was 42,000 pounds, which at a cost of \$3,500 would make the price of that bridge upwards of 8.13 cents per pound. (Applause.) And at the price of \$2,730 the cost was 64 cents per pound. That was the weight furnished by Mr. Haines, and when he returned those weights he said the material had been rolled light and that the weights would not even come up to his estimate. Honorable members would find by figuring it that the bridge per pound paid for the bridge constructed by Upper Canadian firms was outside

of the last mentioned bridge about the same as was paid to the Record Foundry Company for the three first bridges which were built by the way of experiment. But there was this difference—in the bridges built by the Record Foundry Company we were getting what we expected to get, while in the case of those built by the upper provinces we were not getting a bridge that was up to the specification. As an instance of this he might mention the Salisbury bridge, in which bridge, as he had been informed by Mr. Haines, there was material of iron which should be of steel. The only inspection received by the Hampton, Sussex and Salisbury bridges was the inspection made by an officer of the department, who drove a team loaded with stone out on the bridge and watched the deflection. If that was the method which commended itself to the honorable leader of the opposition and the committee associated with him he (Emmerson) had only to say that he did not agree with him as to the proper course to be pursued with respect to the construction of steel bridges in this province. Viewing it in the light of the evidence it seemed to him (Emmerson) that the honorable leader of the opposition had brought these charges for the purpose of startling the people of this province, and in order to influence the people in the approaching dominion election. He seemed to think that if he could by some means discredit him (Emmerson) and his position, the government which he had the honor to lead he would have accomplished great things—not for the province—not for the party which he leads in this legislature, but for that larger arena where his heart seems to be set—the arena of dominion politics. (Applause.) He has shown a zeal and eagerness in the prosecution of these charges almost equal to the zeal and eagerness shown by his co-worker and proselyte, the honorable member for Madawaska. (Laforest.) (Applause.) He would refer for one moment to a bridge built at Gray, in the province of Ontario, in 1898 by the Hamilton Bridge Company. It was No. 1068 on the list produced by Mr. Roy. It was a pin bridge with a 40 foot span, and its estimated weight was 6,880 pounds. The freight was only \$23, the contract price was \$540, and the price per pound was 7.910 cents. (Applause.) It might be said that the cost of steel was higher in 1898 than it was in 1897, but this very blue print shows that in 1898 the Hamilton Bridge Company paid \$1.77 per hundred pounds, or only two cents per hundred pounds more than was paid for the steel in the Lefebvre bridge by the Record Foundry Company, so that the extra cost of steel could not be and was not a factor in the construction of this bridge. (Applause.) He could multiply evidence of that character, but after all what did it amount to? He felt sure that the committee and the House must be convinced of the fact that in the construction of bridges there are bridges and bridges, as there are differences with respect to every other article of merchandise and commerce. In arriving at the cost of a bridge you have to take into consideration its character and its design, and you must also have regard for the surroundings and all the circumstances relative to the site where the bridge is to be placed. If it was possible for men to divest their minds of all position prejudice in considering the circumstances in connection with the construction of bridges in this province by our own firms, as compared with the circumstances surrounding the construction of bridges by the Upper Canadian firms, they would be forced to the conclusion that the government of New Brunswick had adopted a wise and prudent course in the construction of its permanent bridges. Continuing, Mr. Emmerson said that he wished to refer to the attacks which had been made upon him with respect to his utterances with respect to the construction of these bridges. He wished to say that every word which he had uttered in the city hall in this city, in the Opera House in Moncton, from the hustings in the county of Albert and from every platform from which he had spoken, he adhered to in every particular. (Applause.) It had been said that he had stated that they had got this bridge business worked down to 1,200 of an inch. He never remembered to have made such a statement, and he did not know that he was so reported. What he did say was that the work was required to be done to the degree of fineness of 2/100 of an inch. (The speaker pointed to the bridge.) He went to the Campbell, Blackville, Lefebvre, Tabor and Nepesiguit bridges, and he still adhered to it. In speaking of the price of 64 cents a pound he had also had in mind and referred to those five bridges, and not to the Dunge, Saunders Brook and Grand Manan bridges, as it had been sought to make it appear. He had stated before the public accounts committee and in the legislature that the government had paid more for those three bridges; that the price of 64 cents did not include the erection. Although he had been mentioning 64 cents a pound members need to have in mind the idea that the government was continuing to make a mistake. Since 1898 he had been carrying out the recommendation of the public accounts committee of that year and had been calling for tenders in the province for all the bridges erected since that time, and the Rockaway, Kingston and Marysville bridges have been constructed by tender and contract. (Applause.) It afforded the department much gratification to adopt that course, as it saved a great deal of trouble. In the amendment moved by the leader of the opposition it was stated that he (Emmerson) had given the contracts for the construction of these bridges to his political friends. He had recited the circumstances under which this work was undertaken and which resulted in having it done at Moncton and Chatham. The late Hon. Mr. Mitchell had put forth every effort to have a company formed to do the work in Charlotte county, but he had failed. He (Emmerson) was anxious to have the work done in the eastern section of the province, and so made the arrangement with the Record Foundry Company, but he wished to tell the House and the country that at the time he made that arrangement the Record Foundry and Machine Company were his political opponents. (Applause.) That was in the year 1893. In 1892 he ran an election in the county of Albert, and he had in that election the opposition of Mr. Joshua Peters, the manager of the Record Foundry and Machine Company, and Mr. Peters was not only opposed to himself in the county of Albert but to the Hon. Mr. Richard in the county of Westmorland. (Applause.) His desire was to have the work done in the province, and if possible in the eastern section of the province, if that could be done consistent with all other interests. He was not allied to the Record Foundry and Machine Company in any way. He simply went to them with a business proposition, and in doing that he felt he was acting in the interests of

the last mentioned bridge about the same as was paid to the Record Foundry Company for the three first bridges which were built by the way of experiment. But there was this difference—in the bridges built by the Record Foundry Company we were getting what we expected to get, while in the case of those built by the upper provinces we were not getting a bridge that was up to the specification. As an instance of this he might mention the Salisbury bridge, in which bridge, as he had been informed by Mr. Haines, there was material of iron which should be of steel. The only inspection received by the Hampton, Sussex and Salisbury bridges was the inspection made by an officer of the department, who drove a team loaded with stone out on the bridge and watched the deflection. If that was the method which commended itself to the honorable leader of the opposition and the committee associated with him he (Emmerson) had only to say that he did not agree with him as to the proper course to be pursued with respect to the construction of steel bridges in this province. Viewing it in the light of the evidence it seemed to him (Emmerson) that the honorable leader of the opposition had brought these charges for the purpose of startling the people of this province, and in order to influence the people in the approaching dominion election. He seemed to think that if he could by some means discredit him (Emmerson) and his position, the government which he had the honor to lead he would have accomplished great things—not for the province—not for the party which he leads in this legislature, but for that larger arena where his heart seems to be set—the arena of dominion politics. (Applause.) He has shown a zeal and eagerness in the prosecution of these charges almost equal to the zeal and eagerness shown by his co-worker and proselyte, the honorable member for Madawaska. (Laforest.) (Applause.) He would refer for one moment to a bridge built at Gray, in the province of Ontario, in 1898 by the Hamilton Bridge Company. It was No. 1068 on the list produced by Mr. Roy. It was a pin bridge with a 40 foot span, and its estimated weight was 6,880 pounds. The freight was only \$23, the contract price was \$540, and the price per pound was 7.910 cents. (Applause.) It might be said that the cost of steel was higher in 1898 than it was in 1897, but this very blue print shows that in 1898 the Hamilton Bridge Company paid \$1.77 per hundred pounds, or only two cents per hundred pounds more than was paid for the steel in the Lefebvre bridge by the Record Foundry Company, so that the extra cost of steel could not be and was not a factor in the construction of this bridge. (Applause.) 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